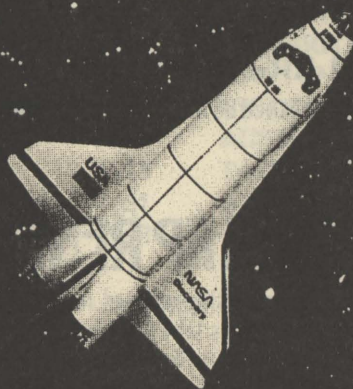


March 2001

THE
AUSTRALIAN

U.F.O.

BULLETIN



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WELCOME

The Society welcomes reports of unusual phenomena. These are evaluated on their own merits and if requested are kept in the strictest confidence.

The Society exchanges information with similar Australian and overseas organisations, as well as scientists, and disseminates to the public information on local, interstate and overseas developments in its quarterly publication, the "Australian U.F.O. Bulletin", which is posted to all members.

All communications should be addressed per the return address shown on the rear of this bulletin.

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MEMBERSHIP RENEWAL

For details of your membership renewal, refer to the month/year coding on the address label of your latest bulletin. This indicates the last bulletin for which you are financial - we would appreciate your renewal by the date shown.



Victorian U.F.O. Research Society

P.O. Box 1043, Moorabbin, Vic. 3189, Australia
INCORPORATED 1988

Comments are welcome, address email to vufors@ozemail.com.au

VUFORS Web page at <http://www.ozemail.com.au/~vufors>

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When I first joined this Society's Committee in 1959, there was a large number of dedicated UFO researchers endeavouring to make some sense out of the subject which is very high on the speculation scale, unless you believe any or all of the so-called contactees.

I ventured to hear and meet George Adamski, who made numerous claims of contact with aliens of a human kind. Whether or not one believes his story, he certainly did excite interest in the subject of UFO's..

At that time there were many investigators doing an excellent job of sorting out reports, considering the little known then about space travel and the elements "out there".

In the early 1960's, the Russians made history by sending Yuri Gagarin into space, then America

followed suit by being the first to land men on the moon. Since then outer space appears to have grabbed the imaginations of many people - films with weird entities that may be robots controlled from elsewhere, appear far too often in the films all age groups are bombarded with.

The recently formed National Aviation Reporting Center on Anomalous Phenomena is a scientific-based organisation which will no doubt, treat the subject in a very serious manner and we hope that whatever their findings may be, they will present them to some reputable UFO organisations for the benefit of their readership.

It is interesting to note that many of the names listed in this publication, have been associated with the subject for decades, and no doubt their findings will have been thoroughly examined. We wish them well with their endeavours.

HOVERING UFO CLOSES AIRPORT IN SOUTHERN SIBERIA

"An airport in southern Siberia was shut down for an hour and a half Friday," January 26, 2001 "an unidentified flying object (UFO) was detected hovering above the runway, the (Russian) Interfax news agency reported."

"The crew of an Ilyushin Il-76 cargo plane refused to take off, claiming they saw a luminescent object hovering above the runway of Siberia's Barnaul regional airport., local aviation company director Ivan Komarov was quoted as saying."

"The crew of another cargo plane refusing to use the runway" at Barnaul "for the same reason, landed their jet at another airport, Komarov said."

"The UFO took off and vanished from the airport 90 minutes later, according to the Interfax report."

Barnaul is a mid-sized city in southern Siberia, located 200 kilometers (120 miles) south of Novosibirsk and about 1,000 kilometers (600 miles) east of Moscow, the capital of Russia.

Credit: UFO Roundup Volume 6 Number 6, February 8, 2001 Editor: Joseph Trainor
<http://www.ufoinfo.com/roundup>

ON THE UFO TRAIL

Paul Norman © 2001

During the 1950's and 1960's I often listened Radio Station WOR in New York City. Various people were telling of their experiences concerning contacts with Aliens from other planets.

This was a late night broadcast and the "contactees" appeared to be sincere when speaking of contacts as if there were real.

The only rational person to appear on the program was retired Major Donald Keyhoe, Director of The National Investigations Committee on Aerial Phenomena, (NICAP). It was amazing, the number of people who believed the contactees; but then came the evidence, revealed by space probes. Nothing to substantiate the claims.

On the contrary, just the opposite was true - such as Venus being too hot for the conditions the contactees were reporting. Who was lying, the contactees or the entities who were giving the false information?

Consequently, I treat with caution the stories being told by the "abductees" of the present day. Some of these experiences appear to be unexplainable, and I have interviewed a considerable number of experiencers but have never found one who felt good about their experience. There appears to be deception going on. I was an observer on one of these occasions when the experiencer described an entity who took her into the central room of a space ship [Maureen Puddy, 1972]. She was speaking just like others who were under hypnosis, however, the actuality was that she never left her car in which

we were sitting. I have often wondered how many of these experiences were similar. This case has been proclaimed throughout the world as an abduction. IT WAS NOT!

The most outstanding case I have heard of came from a friend and investigator in California who was interviewing an experiencer claiming to be seeing an entity. The investigator vectored his wife to the position where the entity was supposedly

standing, and although his wife could see nothing, there was a tingling feeling throughout her body, indicating that some sort of energy was present.

If any of our members or reciprocating organisations know of similar incidents, where strange feelings like static

are noted, I would like to know the details.

Another area for caution is believing everything that is heard or written. For example, I have used in lectures and discussions, a broadcast stating that Gordon Cooper encountered a UFO while he was in orbit over Perth. I did not realize the report was false until I read his new book titled - Leap of Faith, an Astronauts Journey into the Unknown. The false report stated that a UFO, which approached Major Cooper, was also seen by the two hundred people at the Mucnea Tracking Station, near Perth, Australia. It was reported twice on NBC radio network before he had been picked up by the recovery vessel.

A 1973 book Edge of Reality, claimed Gordon Cooper reported a greenish UFO with a red tail

... the saucers passed over daily

during his last orbit. "It was caught on screens by ground tracking stations". The report was becoming more colorful over the years, (Hollywoodized!) It got so bad that there were deliberately falsified tapes of communication with astronauts where UFO material was simply edited in falsified reports and general misinformation on the subject, Smoking gun tactics do a great disservice to us all. Cooper stated "I know credible people, including Military and Airline pilots, who have had legitimate sightings, but have not filed reports for fear of being grouped with all the "nuts" who don't care about the truth"

Gordon Cooper is not Anti UFO. In his book he tells of much more interesting cases than the false one; two of which were witnessed by himself. A friend of Cooper's, a veteran Captain for U.S. Air has had four good sightings during his career. One right off his wing, but was warned by management, not to discuss or report UFO sightings because they "were bad for business".

He states that the military is not any more forthcoming. His example was, two Air Force test pilots, close friends, were returning from a Conference at Wright Patterson in 1958, flying T-33 jet trainer, at thirty thousand feet. They were contacted by Albuquerque Regional Air Traffic for a large South Eastern section of the United States and asked if they could see an aircraft in front of them. They reported something glinting in the sun, too far ahead to identify. Radar showed the craft "going right along our airway". They ask if the T-33 could get closer for a looksee, which the pilot did. The first thing they noticed was that it was not leaving a contrail. No evidence of exhaust, even though they looked back and saw that the T-33 was putting out a big contrail at the same altitude. The pilots saw that the craft did not have wings. Then they pulled right next to it and saw that it was a big metallic saucer.

The jet and saucer stayed together for about ten minutes, flying in loose formation. Then the saucer tipped up and streaked up and out of sight. When

they landed, the Air Force Pilots went into an office and filled out a report, about the encounter, which was documented by radar reports. There was no investigation and his two pilot friends never heard anything more about the incident.

It was in Europe in 1951, when Cooper had his first UFO sighting. When the alert sounded. The squadron mates and himself dashed from the ready room and scrambled skywards in F-86's, to intercept the unknown. When they reached the maximum ceiling of forty five thousand feet, the objects were still above the F-86's and flying much faster.

For the next two or three days, the saucers passed over daily. Sometimes they appeared in groups of four, other times as many as sixteen. They could out maneuver and outflank the F-86's at will. They moved at varying speeds, sometimes slow, other times very fast and sometimes they would come to a dead stop as the F-86's would zoom past underneath them.

To my knowledge, the book is not yet in Australia, but it may be purchased from:

Special Markets Department

Harper Collins, Publishers Inc.

10 East 53 Rd. Street, New York. N.Y. 10022

or if interested contact me at the meeting. Price \$41.95 US Dollars postage paid.

**Have You Seen A Press Cutting That
VUFORS May Be Interested In ?
Please Send It To Us
We Rely On You, The Membership**

✉ ➡ VUFORS

National Aviation Reporting Center on Anomalous Phenomena (NARCAP)

Dr. Richard F. Haines has updated activity of the recently formed National Aviation Reporting Center on Anomalous Phenomena (NARCAP).

As a result of doing a comprehensive review of his AIRCAT pilot sightings files for the period 1950-2000, he discovered over one hundred in which air safety appeared to be affected. He has written a detailed summary of these and other cases found in FAA, NASA-ASRS and NTSB files.

The focus is on aviation safety in America as it relates to unidentified aerial phenomena (UAP). NARCAP does not use the older and pejorative term UFO and they take no official position on what these visual and electromagnetic phenomena represent. The NARCAP mission is to provide pilots, radar operators and air traffic controllers with a highly confidential place to report their sightings. In this way NARCAP will eventually collect reliable, scientific data that may be of interest to mainstream scientists and technologists and also help improve aviation safety.

Contact Information: Interested parties may contact NARCAP as follows:

Administrative or Related Information check www.narcap.org

To Mail a report or request a reporting form write to:

P.O. Box 140 Boulder Creek, California, USA 95006

1-800-732-3666 (24 x 7)

www.narcap.org

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FACT SHEET

about the

National Aviation Reporting Center on Anomalous Phenomena - NARCAP -

Origin: The *National Aviation Reporting Center on Anomalous Phenomena* was established late in the year 2000 in response to an identified need for high quality scientific and technological data as they are related to so-called anomalous aerial phenomena of various kinds and U.S. aviation safety. As a result of a comprehensive review of fifty years of pilot and air traffic controller sighting reports in the U.S.A., Dr. Richard F. Haines, a retired NASA Sr. Research Scientist and investigator of various unexplained aerial phenomena, discovered a disturbingly high number of incidents involving aircraft in flight where the apparent proximity of the phenomenon impacted flight safety either directly or indirectly. In some cases cockpit instruments were affected while in other cases abrupt flight maneuvers were carried out in order to avoid an apparent collision with the other object/phenomenon. In still other cases cockpit discipline was compromised and radio communications with ground authorities was often interrupted.

Mission: NARCAP has set up and operates a national-level data collection and reporting system for use by aviation professionals (pilots, air traffic controllers, radar operators). It will become accepted as a professional organization that is trustworthy and thoroughly knowledgeable about commercial and private aviation operations, procedures, and technology. It will guarantee complete reporter confidentiality following guidelines used by NASA's *Aviation Safety Reporting System*. It will conduct state-of-the-art analyses of reported events and prepare summary technical reports that should be of interest to the nation's scientific and aviation community.

Contact Information: Interested parties may contact NARCAP as follows:

For Administrative or Related Information check www.narcap.org or call:
Executive Director's Office Mr. Ted Roe (831) 338-4783

To Report an Anomalous Aerial Phenomena call:
Toll-free number (aviation professionals only): . . . (800) 732-3666 (24x7)

To Mail a Report or Request a Reporting Form write to:
P. O. Box 140 Boulder Creek, Calif. 95006

NARCAP ORGANIZATIONAL STRUCTURE AND STAFFING

The National Aviation Reporting Center on Anomalous Phenomena is a scientific, non-profit organization comprised of an executive division and a research division. It is presently seeking tax exempt status.

The Executive Division plays the following roles: carries out day to day operations, coordinates computer database planning and execution in cooperation with the Research Division, coordinates and conducts all office support staffing activities, and recommends and jointly approves (with the Research Division) new NARCAP Technical Advisors and Research Associates. It conducts public relations activities, performs fund raising, financial and budget planning and execution, distributes NARCAP technical reports, and performs other in-house activities directly and indirectly related to achieving the NARCAP mission.

The Executive Division is made up of the following sections: Secretarial and Office Support, Data Handling and Security, Special Programs, Webmaster, and Public Affairs.

The Research Division plays the following roles: maintains a list of currently qualified aviation specialists and consultants, recommends and jointly approves (with the Executive Division) new NARCAP Technical Advisors and Research Associates, maintains a comprehensive technical library of aviation-related information, provides cost estimates to the Executive Director for each field/case investigation, conducts focused and timely reviews of unusual atmospheric phenomena that meet predefined criteria, carries out appropriate activities to determine whether a reported event qualifies as an aviation safety-related incident, performs detailed analyses surrounding each reported incident in order to discover its cause or identity, and prepares summary reports.

The Research Division is made up of the following sections: Incident Technical Teams, National Technical Advisors Board, Foreign Technical Advisors Board, and Research Associate Program.

By: John Schuessler
MUFON International Director

MUFON 2001 UFO Symposium

The MUFON 2001 Annual UFO Symposium will be held at the beautiful Hyatt Regency Irvine Hotel in Orange County, California, on July 20-22. Symposium Chairman Jan Harzan has announced the theme of the event as "2001-Joining the Cosmic Neighborhood."

Speakers will be addressing the premise that "we are not alone" and how that is changing our world-view. The following are confirmed speakers for the July event: Dr. John Mack, Dr. Roger Leir, Dr. Eric Davis, Dr. Bob Wood, Bob Pratt, Daniel Sheehan, Dr. Barry Downing, Stanton T. Friedman, Ryan Wood, Dr. Steven Greer and Jaime Maussan.

The symposium committee has established admission rates for attendees at one-half to one-fourth the cost of most UFO conferences. In addition there is a significant price break for early registration. The admission price for the whole conference is \$89 per person prior to April 29, 2001, and \$99 per person prior to July 1, 2001. Admission at the door will be \$109 for all speaker presentations. Please send your symposium registration to MUFON ORANGE COUNTY, 19744 Beach Blvd., PMB 264, Huntington Beach, CA 92648. Make checks payable to "MUFON."

THE EARLY YEARS

A selection of reports from various magazines published in the 1950s and 1960s

Leicester, England - November 3, 1962

LUFORO Bulletin (London U.F.O. Research Organisation)

At 4.28 p.m. Eric Adkins, a draughtsman and engineer, was walking in a southerly direction towards his home in Eynes Mowsell Estate, Leicester. Ahead of him a woman and child were walking along when suddenly they stopped, looking up at the sky. Mr Adkins looked up too and was surprised to see a blinding yellow light with orange centre flying overhead at a height he estimated to be 16,000 feet and at a speed of 600 m.p.h. As he watched it fly south across the clear darkening blue sky. (the sun was setting behind clouds on the south-western horizon), he could just make out an elliptical form, flat on three edges as a triangle and he estimated its size as 450 feet. Now well to the south, the object flipped and drifted at right angles to its original course, to Mr Adkins' left, presenting, as it did so, a side view so that a light could now be seen on top as well as underneath. Reaching the south-east, in the direction of Oadby, it stopped and hovered. Finally it disappeared flying north-east in the twilight at 4.44 p.m.

Washington, D.C. - June 6, 1964

Panorama (U.F.O. Phenomena Investigation Australia)

Washington area residents report that unidentified flying objects are haunting the skies again. Mr and Mrs Nelson Rodeffer of Colesville spotted a "very brilliant star with reddish overtones" moving against a background of fixed stars in the northern sky last Sunday night. The UFO, also observed by the Rodeffers guests, made a sharp left turn, then a U-turn, zig-zagged and stood still. The object rocked, moved and finally shot straight up out of sight. The manoeuvres lasted for about 30 minutes, giving the Rodeffers time to call relatives and friends in Rocville, who also spotted the object. The Rodeffers called the Goddard Space Centre, which confirmed that the object "could not be either satellites or weather balloons".

Bismarck, North Dakota - November 26, 1968

The APRO Bulletin (Aerial Phenomena Research Organisation) Cr : John Schuessler

At 5.40 p.m. Jack Wilhelm, Jack Reeves and John Fischer, three air traffic control employees at the Bismarck, North Dakota airport tower, spotted two bright lighted objects in the northeast sky. During the five to seven minutes that the objects were in sight one object was headed in a northerly direction at a 45-degree elevation and the other travelling south at an elevation of 30 degrees. Suddenly the southbound light executed a sudden, 180-degree turn, rose and joined the other object. The two hovered together for just a few seconds, then flew off to the northeast and disappeared from sight within seconds. Wilhelm later said that in his opinion "there's nothing that could make a maneuver like the lower one did and at that rate of speed".

When the objects were sighted the Bismarck tower got in touch with the Great Falls Air Force Base in Montana by telephone and found that radar at the base had registered an "erratic target" approximately 83 nautical miles northeast of Bismarck. Robert Watts of Civil Aviation and a student, who were flying in the vicinity of the airport at the same time, also observed the same objects.

Continued P 18.

Rense.com

Two Dramatic Mid-Air UFO Near Misses In 1967

From FAltomon@jefco.com

11-30-00

The following two encounters were excerpted from:

Aviation Safety in America - A Previously Neglected Factor

by Richard F. Haines, Chief Scientist

**National Aviation Reporting Center on Anomalous Phenomena
- NARCAP -**

October 15, 2000

<http://www.nidsci.org/articles/pdf/narcap.pdf>

January, 1967

Night UP SW New Mexico

Jimmie Moran, a passenger on a Lear Jet 23 en route to Las Vegas, NV from Houston, Hobby Airport, Texas was the first to sight the bright red light associated with a sharply defined object ahead of them at their 10 o'clock position in the dark sky. He was seated on the left-hand side of the passenger cabin. Flying at FL410 to the NW just beyond jetway J-86 which ended at El Paso, the pilot, Carl M., filed for a direct flight to Winslow (AZ) on a heading of 300 degrees. He was delivering the new aircraft to its owner. An unnamed FO was also on board and saw the UAP which kept pace with the jet off its

left-hand side for 29 minutes. Their airspeed was 300 kts. (Mach 0.82).

In the pilot's own words, I told Jimmie and the other passengers in the back, that maybe it was a light on a weather balloon. A few minutes later my passengers called me again, saying the bright red light was moving, so I told them that the light was in a military flight training block, so it might be a military plane. The light had a red ray below the light towards the ground and about 2000 ft. below the first light, a second oval light appeared, then a third light, and then a fourth, said Capt. M. Each had a red ray of about 2000 ft. from one to the other. Then the lights retracted one at a time until there was one light shining bright red. Then it ran the lights down again, but at a 40 degree angle. And then retracted the lights the same way. Capt. M. then radioed Albuquerque Center to inquire if they showed any aircraft at their 9 to 10 o'clock position. They replied they did not have any transponder signal there.

At this moment the UAP's light extinguished for 30 seconds and came back on again. Then Albuquerque Radar (AR) called me and said they had the object on their radar... 39 miles west of our aircraft and moving at the same heading. Next Albuquerque Radar contacted a National Airlines DC-8 then over Casa Grande, AZ heading for Houston and learned from its captain that... he had been watching the light and said it did everything the Captain on the Lear Jet said it was doing. AR asked the DC-8 captain if he would like to make a UFO report, and the captain said no. AR asked the captain for his name, and he told them it was none of their damn business. It was at this point that the frightfully close near miss occurred.

In the pilot's own words, AR called me to tell me the object was closing in on me, and before they finished telling me, the vehicle was so close that the blips on the radar screen became one. [The captain's sketch of his cockpit window outline shows the UAP filling at least 75 percent of the window's forward area!] The red light was so bright that when I looked up from the instrument Panel and would look back at the panel my eyes were

having trouble adjusting (sic) each time to the panel white lights. At this close formation the encounter lasted 29 minutes... My passengers in the back were hollering at me to get them away from the object... After a few minutes the bright red light of the vehicle went out, but I could not get a good look at the vehicle, because my eyes couldn't adjust to the darkness before the vehicle turned the bright light back on. Then the vehicle slowed down [meaning unclear] to the point that I pulled away from him.

The passengers were overjoyed when the light went behind the left engine... But that was short lived. The vehicle passed us up at a speed so that the red light was trailing the object like a comet for as much as 150 yards. It slowed down again, which allowed me to overtake the vehicle at Winslow. We both made a left turn over Winslow at 41,000 feet. The UAP remained with the jet to beyond Flagstaff (where the aircraft was now under Los Angeles Center control which, the captain learned, also had the UAP on their radar). The captain said, My passengers were still hollering and in a panic for me to get them away from the vehicle. The UAP finally accelerated to the west at a 30 degree climb angle when we were only fifteen minutes from landing at Las Vegas. No official inquiry was made of this high altitude encounter. (Pilot report form)

October 27, 1967
0300L: UP NE Jacksonville
(Atlantic Ocean)

This fascinating aerial encounter involved Charlie Little, pilot of a Piper-Twin Commanche PA-30 (N7942Y). He was multi-engine rated and a flight instructor. Two other commercially rated pilots, and a passenger were also on board. Having taken off from Opa-Locka, FL to Morristown, NJ, they were headed ENE at 8,000 feet altitude in uncontrolled airspace under an IFR flight plan but were in radio contact with Jacksonville ARTCC for safety reasons. Stars were visible in the dark sky.

Ground control helped them maintain a correct heading

when their two VORs apparently displayed significantly large angular deviations toward the east. About half-way between Jacksonville and Charleston, SC over the ocean at least three of the occupants saw a light moving across the sky and interpreted it to be a commercial flight at high altitude bound for Miami. But the light began to descend and approach their airplane. The pilot radioed radar control to inquire if any other traffic was seen in their vicinity (now at their one o'clock position high and seemingly southbound). The answer was negative.

Little turned his landing and taxi lights on. He said (later), As the light came closer and closer, it was very apparent that we were going to pass very close and that the aircraft was not making any move to avoid us. He then asked for permission to descend immediately... We may need all the way to the deck immediately. He received permission to do so even though permission was not legally required. Under the circumstances, he was probably trying to set an example of extra-safe procedures for the benefit of the other two pilots on board. Little then disengaged the autopilot, pulled the throttle back and pushed the wheel forward ...trying to avoid a head-on collision. We descended to 6,500 feet but the lights came closer and closer. Then they saw not one but six, huge, round, bright, white lights in a (horizontal) row. A collision seemed imminent. Panicking, I yelled, 'We can't get away from him!' The situation seemed hopeless; there was no way to avoid him. We were all going to die because the pilot in the other craft wasn't paying attention. Little had to shield his eyes with his hands the lights were so intense. Suddenly, a soft green light was all over our cockpit.

At the very instant of collision, ...the craft made an unbanked 180 degree turn, remained ahead for a few seconds and then took off and disappeared like a flash bulb. At least two of the witnesses agreed that the huge object was a gray equilateral triangle, each side at least 200 feet long and twenty feet thick. Its outer edges were very smooth and sharply defined (with no rivets, doors, antennae, windows, etc.) while at its center there was a triangular-shaped opening or hole large enough to fly through. It flew with one side directly forward.

As a pilot, I did not believe in UFOs but we had just had a near mid-air collision with one! When Little told radar control what had just happened he was met with ridicule. Later he recalled, I became very angry and threw the microphone on the floor instead of hanging it on the clip... We all knew we had just seen a UFO but we didn't know what to say. We were afraid that if we told anybody we would lose our pilot's licenses. This was very important to us because we were all hoping to become commercial airline pilots. It could be the end of our careers. Investigator Smith also discovered that Little was told by radar control that a United B727 captain allegedly had just reported the same shaped object over Washington (about 535 miles away)! I could not locate any record of this other claimed sighting which isn't surprising given the continuing attitude of derision shown toward air crew by authorities on the ground and the understandable reticence to report bizarre aerial sightings.

One final word is appropriate. Is it possible that Jacksonville radar was actually tracking the UAP and not the aircraft when the several clock-wise deviating VOR events were taking place? It isn't clear whether the aircraft had a transponder (they were relatively expensive at the time) so that ground radar might have had only a weak return from the aircraft's skin paint. Indeed, broadband radar in the 1960s wasn't particularly effective when it comes to a non-transponder equipped aircraft. The far larger radar skin paint return from the triangular object might have been significantly larger than that of the aircraft. If true, this would explain the progressive clockwise deviation of the ground radar's track that also corresponded with the south-bound movement of the UAP before it apparently changed its heading to approach the aircraft. (Smith, W., A huge open triangular UFO, International UFO Reporter, Pp. 4-6, Sept/October 1984, Center for UFO Studies, Chicago, Illinois).

UFO POTPOURRI

John Schuessler, Post Office Box 369, Morrison, CO 80465-0369
Schuessler@mho.net

December 2000

Pilots See Formation Over Australia

From: The APRO Bulletin, January-February 1969

A detailed observation by two Australian pilots, Captain Gordon Smith and Captain Walter Gardin, was made August 22, 1968, as they were flying a Piper Navajo between Adelaide and Perth. The observation began at 0940 G.M.T. (1740 W.S.T.). They were cruising at 8,000 feet with a true airspeed of 195 knots, tracking 270 degrees Magnetic. They observed a formation of craft maintaining station with the Piper Navajo. The formation consisted of one large "aircraft" in the middle, "formatted to the right and left and above, were 4 to 5 smaller aircraft."

Captain Smith immediately radioed Kalgoorlie D.C.A. Communications Center asking for information about other flights. When they were there were no other flights in the area they told Kalgoorlie of their observations. "At this time we lost communication with Kalgoorlie on all frequencies," said Captain Smith. "We were getting Kalgoorlie carrier wave with no voice propagation, only rash and static. In the next 10 minutes I transmitted about 7 times and I believe Walter did about 5 times with no results. Also about this time we noticed that the main ship split into two sections still maintaining the same level, and the smaller aircraft then flew out left and right, but staying at the same level, and coming back to the main halves of the bigger ship. At this time, there appeared to be about 6 smaller aircraft taking turns going out and coming back and formatting on the two halves. Sometimes the two halves joined and split, and the whole cycle continued for 10 minutes.

The shape of the main "ship" was described as having the ability to change "from spheroid to a slightly elongated form" although "not drastically." It remained a constant dark gray or black. The smaller "aircraft" were described as "cigar-shaped" and of "very dark color." The witnesses also stated that the small "craft" had a peculiarity "not associated with normal aircraft in that they appeared to travel out and come back without actually turning like a normal airplane would have to."

At 0950 G.M.T., the entire formation departed "at a tremendous speed." This was done "as if at a single command." The time involved in disappearing was calculated at about 3 to 4 seconds, diminishing in size until they were out of sight. The pilots described the weather as fine with no haze above 5,000 feet. Coincidentally, immediately after the departure of the UFOs, radio communication was restored in a normal manner. The report of this interesting observation concludes that the witnesses believe they observed objects "with the solidity of aircraft."

Planes Paced by UFOs Over Florida

From: The APRO Bulletin, November-December 1968

On November 27, 1968, two pilots of small planes reported having been followed by football-shaped objects for a distance of about 30 miles. One of the pilots, Robert Holder, said that he was not really sure what he had seen except that the objects appeared as bright moving lights. The other pilot, L.P. Duplantis, gave the press a little more detailed description of what he had seen, which seems to indicate that he might have been closer. He said the four objects were flying in an echelon about a quarter of a mile behind his plane, on was in the lead and the others stacked to the right. He commented that the flight characteristics were like nothing he had ever seen, and that he watched as one of the objects lowered three telescopic legs before it descended to a landing in a swampy area about 20 miles west of Melbourne's Cape Kennedy Regional Airport. The landing took place near a "restricted U.S. Air Force bombing range."

Airport Tower Personnel Observe UFO

From: The APRO Bulletin, November-December 1968

On November 26, 1968, at 5:40 p.m., Jack Wilhelm, Jack Reeves and John Fischer, three air traffic control employees at the Bismarck, North Dakota airport tower spotted two bright lighted objects in the northeast sky. During the five to seven minutes that the objects were in sights, one object was headed in a northerly direction at a 45-degree elevation and the other traveling south at an elevation of 30 degrees. Suddenly the southbound light executed a sudden, 180-degree turn, rose and joined the other object. The two hovered together for just a few seconds, then flew off to the northeast and disappeared from sight within seconds. Wilhelm later said that in his opinion "there's nothing that could make a maneuver like the lower one did and at that rate of speed."

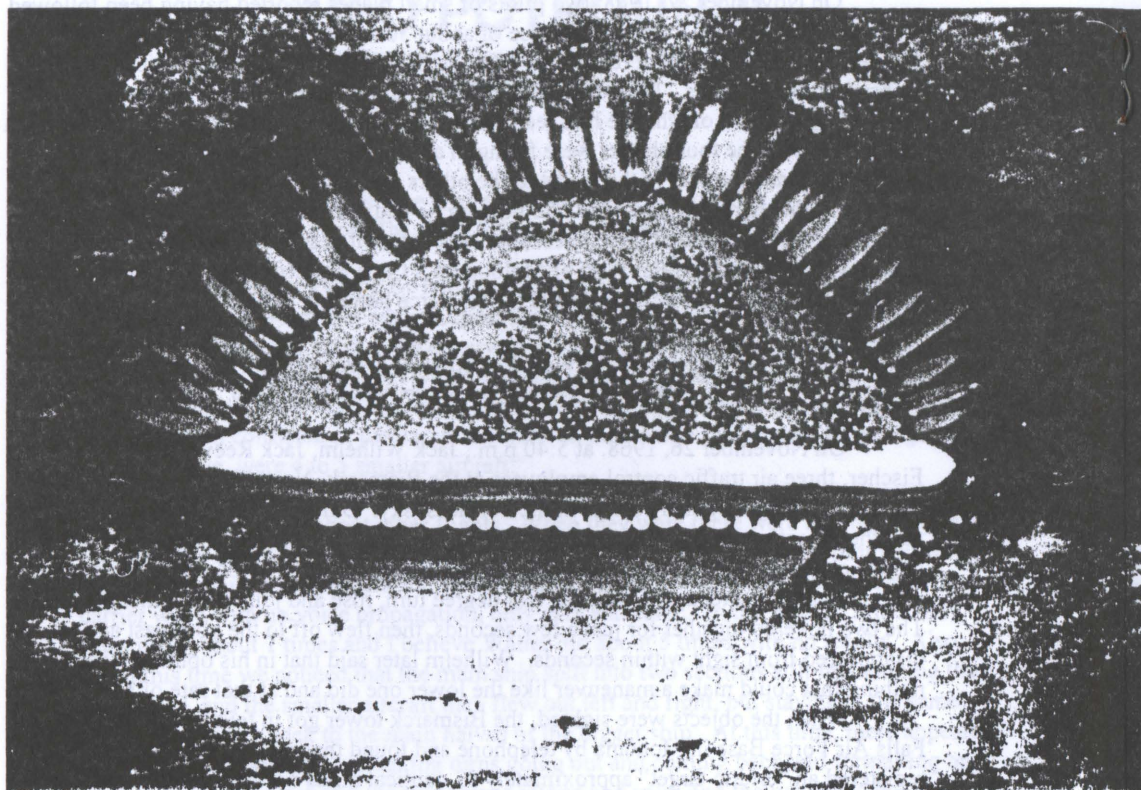
When the objects were sighted, the Bismarck tower got in touch with the Great Falls Air Force Base in Montana by telephone and found that radar at the base had registered an "erratic target" approximately 83 nautical miles northeast of Bismarck.

Robert Watts of Capital Aviation and a student, who were flying in the vicinity of the airport at the same time, observed the same objects.

Pilots Sight UFO Over Pyrenees

From: The APRO Bulletin, September-October 1967

A high-speed, cone-shaped UFO was sighted by the crew of a Douglas DC-6 aircraft enroute from Majorca, Spain to Britain on September 10, 1967. First Officer Patrick Hope estimated the object was 100 feet in height and about 80-feet wide at its widest point. It appeared metallic and the upper part of the object was clearly outlined. When first seen, the object was just a silver speck and seemed to be moving directly across the flight path of the DC-6. It was apparently at the same altitude as the aircraft, which was 16,000 feet and could be seen against the Pyrenees. One of the officers, Captain Fred Underhill, said that he figured the object had traveled about 60 miles in the first minute he watched it - which would be about 3,500 miles per hour. The object slowed down and turned toward the airliner so its shape became clearer. It came within 5 miles of the plane, flying at the same speed, then disappeared below the plane.



This is a painting by an aboriginal lady. She was followed to the town of Alice Springs at 11.00pm in 1997. The craft was 20 klm west then went east. It has a blue dome with a flat bottom with lights on the edge. It then went back towards Pine Gap. This lady saw this UFO 2 times that year. It was also seen 14 years earlier 10 klm west of the town.

UFO RESEARCH A.S.
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DELVE REPORT

JANUARY

NATIONAL POST, THURSDAY, OCTOBER 28, 1999

Unexplained 'fireball' streaks across Maritime sky

HALIFAX • Police and emergency lines throughout the Maritimes were flooded with calls late yesterday after a large fireball streaked across the night sky.

There were reports of possible impacts in northern New Brunswick, near the Quebec border and on Nova Scotia's Eastern Shore.

"We, at this point, believe it is some sort of celestial occurrence," said Lieutenant-Commander Glenn Chamberlain of the Halifax search-and-rescue centre. There were no reports of missing aircraft, he said.

Lt.-Cmdr. Chamberlain said a woman in Liverpool, N.S., called

911 at about 9:30 p.m. local time to report a giant ball of smoke and fire. A few minutes later, air traffic controllers in Moncton, N.B., reported two planes saw "a fireball of some sort lasting about 12 seconds."

Emergency crews in St-Quentin, N.B., were believed to be on their way to a fire that may have been caused by an impact.

Lt.-Cmdr. Chamberlain said there were reports of an impact in Oyster Pond, N.S.

An RCMP spokesperson in nearby Musquodoboit Harbour said something hit the water off the tiny coastal community.

The Canadian Press

A quarterly newsletter of unusual reports on various subjects. Published as an exchange with others of a like nature. Send comments to: Gene Duplantier, 17 Shetland Street, TORONTO, Ontario, Canada M2M 1X5

From P 8.

PRESS STATEMENT dated December 10, 1967 by Professor James E. McDonald, Institute of Atmospheric Physics, University of Arizona, in response to Soviet scientist Zigel's plea for a joint effort of all the scientists of the world to determine the nature of UFOs :-

" I strongly endorse Dr Zigel's plea for international scientific study of UFOs. It is now entirely clear that essentially similar objects of unexplainable nature are being seen all over the world. Investigations on a global scale are therefore urgently needed.

" I am delighted with the recent establishment of a Soviet scientific commission to study UFO sightings in the USSR. It would be amusing if it should turn out that Russian scientists are the ones who finally convince the world that twenty years of assurances by the US Air Force were completely unjustified.

" Scientists throughout the world have tended to ignore the UFOs as if they were just so much nonsense. From talking to fellow scientists here and abroad I have seen that most of them have believed that Air Force Project Bluebook was really studying UFOs with scientific competence. The trouble was that almost none of these scientists took time off to check for themselves. I did. What I have found is nothing short of alarming. Bluebook and its consultants have simply swept under a rug of ridicule and innuendo thousands of sightings from credible witnesses, sightings of objects that are neither swamp gas nor secret test devices, nor fireballs, nor ball lightning.

" In Australia and New Zealand last summer I had a chance to interview dozens of witnesses. The UFOs down there are characterised by the same patterns and behaviour as those which have been reported for years in the United States. Now there's evidence that similar sightings have been going on in Russia. From UFO investigators in England, France, Canada, Scandinavia, Japan, Australia and elsewhere I get the same feeling of urgent need for rapid escalation of a scientific study of UFOs that I see in Dr Zigel's recent plea.

" It is unwise, possibly even unsafe, to delay any longer in getting some really high calibre investigations of UFOs underway. My early hopes that Dr Condon's investigations at the University of Colorado might fill this need have been disappointed. Dr Condon appears to be more interested in the kooks and crackpots than in the reliable reporters of UFOs. Perhaps a Russian panel can help us change our attitudes about all this ".

UFO POTPOURRI

John Schuessler, Post Office Box 369, Morrison, CO 80465-0369
Schuessler@mho.net

October 2000

Back in the days before the advent of MUFON, I was a member/consultant for the Aerial Phenomena Research Organization (APRO). It was a fine organization. The APRO investigators and consultants amassed an excellent database consisting of UFO reports from around the world. The results of their work clearly demonstrated the breadth and seriousness of the UFO problem. The pages of the APRO BULLETIN continually reported on real, solid unconventional flying objects. In this and future issues of UFO POTPOURRI I will cover some examples of APRO's work.

• UFOs "Escort" Mexican Aircraft

From: The APRO Bulletin, August 1975

This incident took place on May 3, 1974 over Lake Tequesquitengo. The pilot, Carlos Antonio de Santo Montiel was flying a Piper Aztec 24. He had just passed from clear blue sky, down through a cloud layer and was flying under the cloud layer when he noticed something on his right and glanced that direction. He was shocked to see an object with the appearance of two plates joined together at the rim with a cupola that had what seemed to be a little window and an antenna on top. He glanced back to the left and saw another object of the same description just above his left wing.

"I was petrified," Carlos told officials later, "after I saw a third object which seemed about to collide head-on with the windshield. But it went beneath the aircraft and I heard a strange noise from below as though it had collided with the underside of the plane."

Carlos noted that his airspeed had decreased from 140 nautical miles per hour to 120. He tried to bank to the left, in an attempt to "bump" the object away from his plane but the controls were frozen and would not move. He then tried letting down the landing gear, hoping to get rid of the object under him, but with no results.

APRO's Field Investigator, Fernando J. Tellez Pareja, provided the following tape-recorded message between Carlos and the Mexico City International Airport Control Tower:

Carlos: Center Mexico from extra bravo extra alfa union. Mayday! Mayday!

Tower: Come in, extra bravo extra alfa union (Here the pilot repeated his call twice - apparently he did not hear Mexico City answer.) Center Mexico here, come in extra alfa union.

Carlos: Extra alfa union to Center Mexico. My aircraft is out of control - I have no control over it - I have three unidentified objects flying around me. I have three unidentified flying objects flying around me, one came under my aircraft and hit it. The landing gear is locked in and the controls won't release them. My position - I am on the Radial 004 from the VOR

Continued P 25.

UFO Sighting Report

Kansas City, Missouri

May 4, 2000

Skywatch International www.skywatch-international.org
UFO Disclosure www.ufodisclosure.com

The following letter was sent to various internet lists by John Colaw:

I just had a great sighting, along with 7 other witnesses.

It was 9:15 pm CST, here in Kansas City, Missouri. My daughter called me out to the front yard to look at something in the sky. I was on the PC, and a little slow to come out until my wife Charla said "Oh my God, come out and look at this. I don't believe it."

I went outside and walked into the front yard. There, West SW from my house, about 40 degrees above the horizon, was what looked like a pulsating star. It was changing brilliant colors. Red, blue, white and yellow seemed to dominate. It changed color rapidly, but pulsed at a slower frequency. It was quite obvious even with the naked eye that it was pulsating and changing colors.

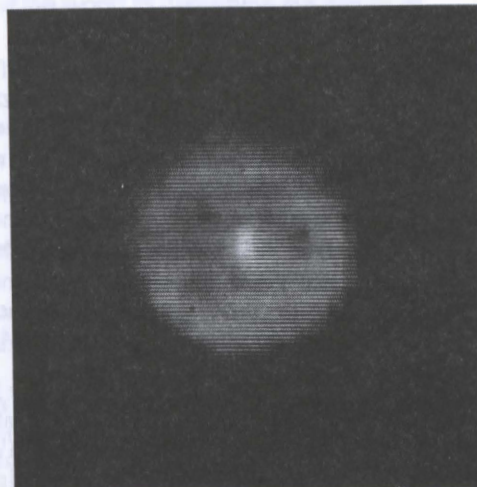
It appeared to be fat for a star, but otherwise you could not tell size, because distance was uncertain. It did not appear to be in space, it was in the sky. It was very weird to be able to watch it for so long.

Brain Lynch, a friend who was visiting happened to have a nice SONY Handycam with Night Shot infrared and 72x digital zoom. We got some great footage of it, first without the infrared. It is not like anything I am aware of that is normal in the sky. We got a good 20 or 30 minutes of it. Then we chased it in the car, but it was obviously a few miles away at least.

But the best part was when we switched it to Night Shot Infrared. The object was too far away too be painted by the camera. What we shot was the infrared signature of the object, and it really is spectacular. It looks like a pulsing fog, with a bright triangular nucleus that is spinning rapidly. Like a cell made of light with a spinning triangle for a nucleus. I will get the video uploaded to the internet and post it.

I made sure to get perspective shots of the trees and streetlights in the foreground. I am excited to have the video evidence, and curious as to what others might think it is after seeing it.

Stay tuned, John Colaw
Kansas Director Skywatch International



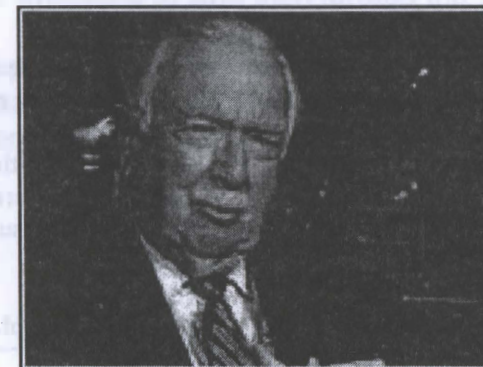
UFO Sighting Report

Done for FSR March 2001
Celebrity UFO Encounters
Walter Cronkite

By Jim Hickman

than
As a CBS Evening News Anchor for many years, Cronkite became a part of many American families as he brought us the news in a straight-forward and fair manner. No matter how he felt personally, you never saw that during his broadcast. He did this all before cable TV became such a big part of viewing, so for many he was more *than* just a Reporter. Walter Cronkite became a trusted friend of almost all who viewed his work.

one
In the 1950s Cronkite was *one* part of a pool of News Reporters brought out to a small South Pacific island to watch the test of a new Air Force missile. After a short inspection of the new system by the reporters, they were *U.S.* led to an area a safe distance from the launch site.



The missile was mounted on a specially built launcher that was attached to a cement base. It was obvious that the area had been quickly built just for the test. The details about the missile were going to be given to the reporters in the form of hand-out sheets and press releases after the test.

As the test was ready to proceed, Cronkite mentioned that photography of the event by the press was forbidden. They would have to give verbal descriptions so everyone was writing as fast as they could.

As Air Force guards walked around the perimeter of the test area with guard dogs and the news

reporters watched, the missile was fired-up and about to be released. Just then, a large disc-type UFO appeared on the scene!

Cronkite guessed that the object was about 50-60 feet in diameter, a dull grey color, and had no visible means of propulsion. Because the noise of activity around him and the missile engine was so loud, he couldn't tell whether the disc made any noise. He did not notice any noise coming directly from the object.

As Air Force guards ran toward the object with their dogs, the disc hovered about 30 feet off of the ground. It suddenly sent out a blue beam of light, which struck the missile, a guard and a dog all at the same time!

The missile was frozen in mid-air about 70 feet from the launcher, as it had taken off. A guard was frozen in mid-step and a dog frozen in mid-air as it had jumped at the disc. Cronkite reminded me that this all happened within the space of about five minutes or less.

Suddenly, the missile exploded! After that, the disc vanished. The guard and dog looked all right, but were quickly taken away by medical personnel always present at tests in case anyone would be injured. At the same time, guards rapidly ushered the reporters into a concrete observation bunker. After about thirty minutes of sitting in that hot box, they were brought out into the air again and addressed by an Air Force Colonel.

The officer told them, "It was all part of the test." Obviously making it up as he went along, the Colonel said that the event was "staged" to test media reaction to UFOs. He reinforced the usual line to the reporters that Flying Saucers were probably not extra-terrestrial, but people were actually seeing secret planes being tested by the Air Force. This test was designed to show the media how "shocking" it could be to suddenly view a new technology.

Well, Cronkite was certain that what he viewed was a "new technology" but he was also sure it was not an Earthly one! He didn't believe the Air Force explanation then, and he didn't believe it as he told me the story.

After the event reporters were told that since it was a test of media reaction to new technology, they could not report on it! But, they would be compensated later with exclusive stories on new Air Force projects (a promise that was never kept).

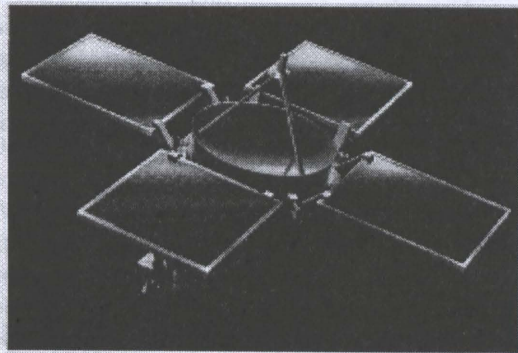
UFOs on the Internet

By Tony Cook - VUFORS

Space News

NEAR Doesn't Miss

The NEAR spacecraft (Near Earth Asteroid Rendezvous) successfully completed the first every landing on an asteroid when it touched down on the rocky surface of Eros on the 12th of February.



Eros is a peanut shaped asteroid in an elongated orbit that nears Mars and approaches Earth's orbit. It is currently 196 million miles from Earth.

NEAR has travelled more than 2 billion miles during its five year mission.

(I won't mention the news that a US company has claimed ownership of Eros!
"I can feel a law suit coming on!")

Mission site:
<http://near.jhuapl.edu/media/index.html>

Watch the fireworks of Mir

A small group of space enthusiasts plan to charter an aircraft to witness up close the event of a lifetime -- the fiery death next month of the Mir space station as it hurtles into the South Pacific.

The group plans to watch the display from 30,000 feet above the ocean in the skies south of Tahiti.

Cost is about \$6,000 USD
<http://www.Mirreentry.com>

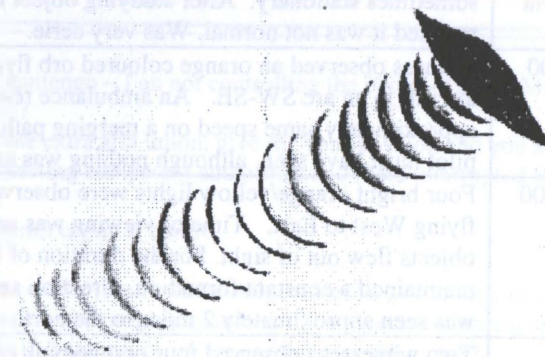
SIGHTING FROM SOUTH GIPPSLAND

Ernie Gow made the following Report of a sighting in South Gippsland in 1971.

It was about 4pm on an October afternoon and together with his seven year old son, Ernie was driving from Korumburra, returning home after making a milk delivery. He was travelling west facing a sky that was completely clear.

Suddenly out of nothing a small, very dark grey or black cloud appeared. Ernie thought it was similar to a burst of anti-aircraft fire like those he had seen during the war. The rough black shape twisted and tilted from side to side then formed the shape of a UFO.

It was big, like a plate, and no sooner had it appeared than a second one exactly the same shape and size came into view beside it. The UFOs were hovering above a farm dam.



In a matter of seconds the two craft took off in a north-westerly direction and were gone within moments. Their upwards trajectory did not curve, or leave the usual jet streams, but instead a line of disconnected half circles. As new half circles appeared at the front the ones at the rear end of the line disappeared just as fast. There would have been about 20 of these semi-circles visible at a time.

W. Wolfe

Australian Sighting Reports

12 March 2000 9.41 p.m. Geelong.. Victoria.	An oval shaped red and white object was filmed for 4 minutes and 10 seconds, flying North West. The film has been analysed and found the object to be flying at the speed of a light aircraft but the light was too bright to be an aircraft flying at a distance too far away to be heard. Three people witnessed this sighting.
12 March 2000 9.41 pm. Port Fairy. Victoria.	The witness is a member and Traffic Controller, who observed a round yellow to orange object flying Westward. Viewing time was 30-40 seconds. It was flickering very much like an F-111 "dump and burn air show routine, only the flame tail was shorter". The estimated distance was about 20 km away from the observer. Estimated speed was about 7,600. Kmph. There were two other witnesses. The object appeared as an orange yellow fireball in a starless sky. The similarity to the F-111 display, made the witness listen for the associated noise of aircraft at full power. No noise was heard. Such a display produces an elongated flame tail. This was also not observed. If it were an aircraft at short range, its speed would have been high sub-sonic. If at higher altitude - quite possible since it was still visible at quite a low elevation - it would have been proportionally faster (trans-atmospheric).
17 July 2000 1 a.m. Leongatha. Victoria	A father and son observed a round light -changing colour from white to blue to yellow to green. Made sharp angle turns at various speeds and sometimes stationary. After studying object for awhile, witness realized it was not normal. Was very eerie.
22 September 2000 9.45 pm Moe . Victoria.	Witness observed an orange coloured orb flying at a speed of an aircraft in an arc SW-SE. An ambulance rescue helicopter was flying approximately same speed on a merging path. Observer believes the pilot must have seen, although nothing was said publicly.
22 September 2000 10 pm Maryborough. Victoria.	Four bright orange/yellow lights were observed by three witnesses - flying West to East. Time of viewing was about 4 minutes before the objects flew out of sight. For the duration of flight the objects maintained a constant formation, direction and altitude. A helicopter was seen approximately 2 miles to the north at 1000 feet.
4 October 2000 8 pm Moe. Victoria.	Two witnesses observed four orange/pink objects flying from south west to north east. Three of them were in a straight line and the other one was quite a distance from the other three. They moved above the observer's house. A small aeroplane flew straight under them. Then in 5 minutes the objects disappeared. Witness said if the pilot did not see the objects, he should not have a licence.
4 October 2000 8.15pm Moe. Victoria.	Five observers reported seeing four orbs, apparent size of Venus. Objects came over horizon then remained stationary. Light dimmed then went upward then disappeared. During sighting a twin engine propeller plane heading west towards Melbourne passed within an apparent 5 km of the objects.

Australian Sighting Reports - continued

1 October 2000 5 am. Eltham. Victoria.	Witness was awakened by the sound of a high pitched noise, approaching from a distance. The sound stopped abruptly at what seemed a few hundred metres away. A few seconds later a low droning sound started. At this point witness jumped out of bed and saw the object for about five seconds as it moved north east, out of sight. The object was long-oval shape, black with orange, red yellow and green around centre. The sound became less as it moved away until witness could not hear it. After about another minute the sound returned. The droning sound seemed to come closer as if it was circling the house. The sound gradually got less until it could not be heard. The father of witness heard the sound but did not get up to see the object. Both said it was not the sound of an aircraft or helicopter.
26 January 2001 9:15 pm Melbourne VIC	Many reports were received from witnesses who saw a fireball over the Melbourne CBD. This was determined to have been and RAAF F-111 jet fighter aircraft performing a "dump and burn" maneuver over the city as part of the Australia Day celebrations. The maneuver involves the jet jettisoning fuel overboard which is then ignited by the after-burning engines creating a spectacular flame that stretches from behind the aircraft and lights up the night sky for a few seconds.

From P 19. Tequesquitengo – I am not controlling the plane – Center Mexico, can you hear me?
 Tower: Take note extra alfa union, give me your position and your situation. We are contacting competent authorities and (here interrupted by Carlos again).
 Carlos: The aircraft is out of control.

At that point, Mexico City International Airport closed its runways to traffic and prepared for the expected emergency landing. The objects continued maintaining position on XB-XAU, exerting complete control over the aircraft.

When Carlos had reached the Ajusco navigational fix, the UFOs had elevated the aircraft from 15,000 feet to 15,800 feet, and then, one by one, they left. First the object over his left wing elevated until it was over the cabin, then above the object on the right wing, and then these two flew off and were lost to view in the direction of Popocatepetl. The controls of the aircraft were immediately normal and Carlos regained control.

Carlos then attempted to lower the landing gear, circling the airport eight times, in radio contact to ascertain if he was successful. After 40 minutes of circling while he worked with a screwdriver, he managed to lower the wheels and landed on the grassy area where emergency vehicles were waiting.

February 2001

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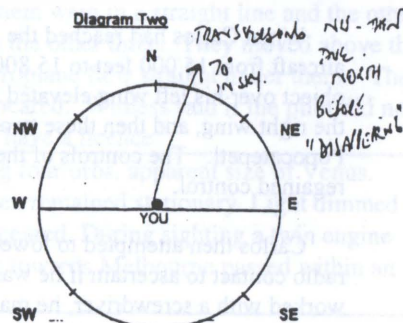
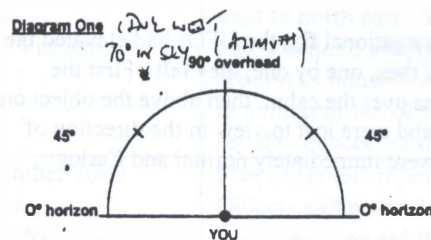
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Views expressed in this magazine are not necessarily the views of the publisher.

PARA HILLS · 25 DECEMBER 2000

20 year old IT Professional A Schwartz of Para Hills watched 5 round orange objects for 4 · 5 minutes from approximately 11pm on Christmas Day last year. The objects initially appeared at about 70° from the horizon in the Western sky. The objects moved North at "satellite speed" until they faded to nothing after initially "glowing with bursts of energy". The objects came to attention not just for their unusual colour but also they were initially in the formation of scorpio. — At first they were in the formation of the constellation "scorpio" then they changed formation into a triangle with the one lead star and one backup star. From there they came out of formation and continued to move through the sky. The whole time the 5 star like objects glowed as stars appear to and had continuous bursts of energy.



SIGHTINGS

NORTH HAVEN · 5 NOVEMBER 2000

Ellen Kent, 47, Receptionist of North Haven had a sighting lasting approximately 7 seconds from 4:30pm on 5 November last year. The 2 silver objects were tear drop shaped and approached from the East and headed North at incredible speeds.

— Initially saw one object flying very fast when it disappeared on second sighting object was joined by a second object flying in unison. "Because of the speed and small size Ms Kent was unable to judge the distance between herself and the two objects."

beside each other (second)

SALISBURY EAST · 25 DECEMBER 2000

Mrs P Roberts of Salisbury East initially spotted 5 orange circular objects but later the objects were joined by a sixth. The sighting lasted one hour from approximately 10:30pm. The objects appeared to be of similar size to adjacent stars in the night sky. First sighted in the North West the objects moved at a moderate pace to the North.

— It was strange because the objects appeared out from no where one light followed the other quite a bit of space between the first three lights but the second time two lights were horizontal to each other and did not move out of sequence which was quite strange. They were flying low and then seemed to ascend high. The other lights followed. "Mrs Roberts husband recorded the following observations from a position approximately 10 kilometres WSW from the Robert's Salisbury East home.

— Whilst reading my wife's report on what she saw, it reminded me of what I saw myself, on 25 December 2000. I was returning home from work at 11:30pm on 25 December when driving along the South Road extension driving North East one could see 5, maybe 6 bright lights in the North East looking over the hills area of Fairview and Banksia Park suburban areas. The South Road extension runs through Dry Creek, North Easterly direction. As I travelled further, these lights did not move, or change positions in a time span of approximately 10 minutes. There was very light cloud cover and no aircraft movements from either Parafield or RAAF Base Edinburgh."

SIGHTINGS

POORAKA · 25 DECEMBER 2000

Auburn residents Pamela Mullins, 41 and Winsome Gunter, 61 were in their car at the intersection of Main North Road and Montacute Road at Pooraka when they saw 4 round objects that were shimmering white light with red glows. The objects appeared to be the size of soft balls and were also at 70° from the horizon in the North East sky when they first appeared but disappeared about 15 minutes later by climbing vertically directly above the two sightees. During the sighting the objects were initially in formation then broke apart before snapping back into formation.

ADDITIONAL INFORMATION: Including altitude and effects of the sighting.

The 4 objects appeared stationary as such in this arrangement when first sighted

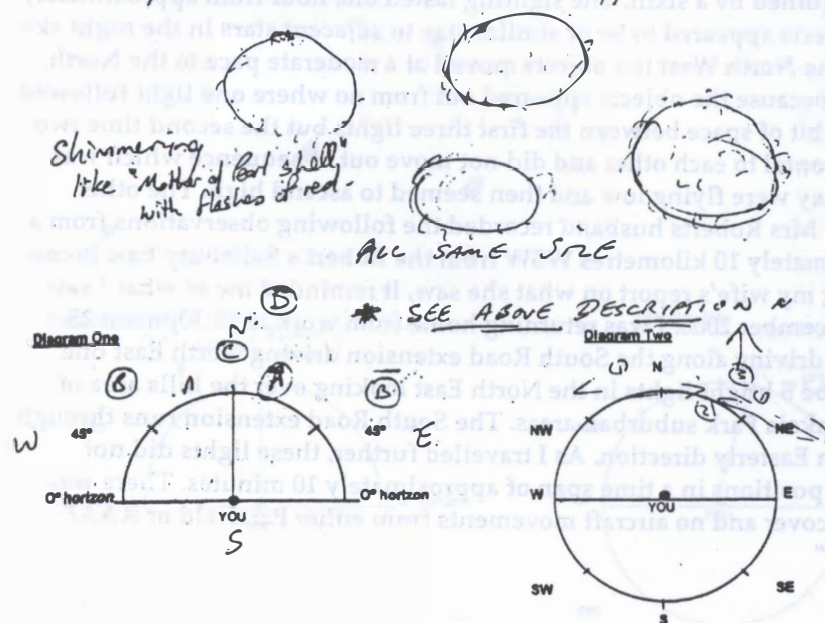
Then they all started hovering and "bouncing" around

They went into formation like this

Then the 2 end ones shot off fast sideways

Then came back to centre with others

Then they all departed rapidly in an upward direction out of sight in seconds



TUFOIC Newsletter

January 2001

Issue 89

Tasmanian UFO Investigation Centre

TASMANIAN UNIDENTIFIED REPORTS 2000

2000. January 13th, 11.15am.
Nierinna

The witness was travelling up Nierinna Rd near Margate on a bright sunny morning. She slowed for an intersection and noticed an object the size of a small plane over the hills ahead.. Mist covered the rear of two grey-white elliptic shapes moving horizontally together. Looking closely as the car had all but stopped the witness noticed a thin black line at the front that seemed to connect the two shapes. A few trees briefly obscured the view and when the witness searched the sky there was nothing to be seen.

2000. January 15th, 11.45pm.
West Kentish.

The witness looked out at the view of Mt Roland from her house and noticed a line of 5 green light panels high on the mountainside. She called her husband to confirm what she was looking at. There were 5 rectangular panels, with a further smaller 5 lights to the left all at the same level. The witness estimated the length of the panels and lights at about 30 m. At first they took the lights to be on a new building, and after watching for some time took no further notice. An inspection the following day revealed nothing to explain the row of lights.

2000. February 18th, 12.30am.
Park Beach.

The witness had not long been home when he took his dog outside for a run. Almost at once a flash high above caught his eye. He looked up and saw a large (Moon sized) orange light moving rapidly across the sky towards Lauderdale. It travelled in a straight line from about a 60 degree elevation to about 30 degrees. He was then surprised to see the light reverse direction instantly and come back across the southern sky. Almost at once it again reversed its flight path and went off to the south-west towards Cremorne before doing a final direction reversal disappearing into the south-east.

2000 May 15th. 9pm.
Forth.

A motorist travelling east on the Old Bass Highway noticed what looked like a falling star come down behind a hill to the south. A glow appeared behind the hill, then the passenger saw the light return across the sky to the north. This series of events was repeated two more times with the light moving either south or towards the north. On the final sighting the passenger said the light came more from behind the car, paused for a few seconds then disappear northwards.

Articles:

• TASMANIAN
UFO REPORTS

• NEW
PUBLICATION
• STORIES
FROM LONG
AGO

Email:
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TUFOIC
P.O. Box 174,
South Hobart.
Tasmania, 7004.

TASMANIAN UNIDENTIFIED REPORTS cont..

2000 May 25th. 1.45pm. Lutana.

The witness was hanging out the washing when she glanced skywards and noticed two bright lights against the blue sky. The lights were in the south and about half way up the sky. One light was higher than the other. At first they did not seem to move, then the higher light zig-zagged down to join the lower light. Once more the lights were still, then slowly they moved together towards the south-east. They looked to increase speed and gain elevation as they just vanished from sight. No aircraft were in the sighting area. A further case on July 1st reported small dots with tails passing high overhead, this may have been high flying aircraft.

2000 June 24th. 2.05am. Granton.

The witness was returning home to New Norfolk on the Northern Outlet. Just short of Granton two bright white lights were seen side by side just west of the highway. The motorist slowed almost a stop as the lights came lower and a rectangular shape could be seen with square windows or panels on the side of the object. The object seemed to hover briefly then went straight up into the clouds, illuminating them as it disappeared. The witness had the impression that the object was possibly above the roadside paddock.

Checks for possible aircraft movements such as cargo planes or air ambulances proved negative.

TASMANIAN UFO REPORT STATISTICS

YEAR	REPORTS	UFO
Pre 1965	145	32
1965	39	13
1966	30	15
1967	14	5
1968	35	8
1969	65	15
1970	47	8
1971	96	23
1972	69	15
1973	135	27
1974	160	57
1975	173	50
1976	193	43
1977	156	39
1978	180	32
1979	154	19
1980	64	12
1981	88	11
1982	62	18
1983	68	12
1984	46	9
1985	89	12
1986	86	12
1987	73	12
1988	108	19
1989	92	11
1990	45	6
1991	47	5
1992	78	15
1993	86	6
1994	94	11
1995	95	16
1996	179	50
1997	109	10
1998	153	23
1999	102	5
2000	96	9

Society News

* * * * ITEMS FOR SALE * * * *

AT THE MARCH 5th DISCUSSION EVENING

- * **"UFOs...THE REAL STORY"** - Stanton Friedman's comprehensive CD-ROM. Was excellent value at \$ 35.00. NOW REDUCED TO \$ 20.00 !!! There's only a few left so don't miss out !
- * **"UFOs ARE REAL" Vol. 1** - Stanton Friedman's excellent video summarising the UFO phenomenon. Incredible value at \$ 15.00.
- * **"UFOs ARE REAL" Vol. 2** - The second video in which Friedman covers other aspects of the UFO mystery. Also sells for \$ 15.00.
- * **"UFOs ARE REAL" CAPS** - A bargain at \$ 8.00.
- * **"UFOs ARE REAL" T-SHIRTS** - In sizes M and XL only. Our price \$ 13.00.
- * **VUFORS LAPEL BADGES** - only \$ 5.00 each.
- * **VUFORS PENS** - only \$ 1.00 each.

We will have an extensive range of second-hand books and magazines on sale at marked prices. This is the best selection we have had for several years. Some of the books are rarities and were not displayed at the December discussion evening.

Also on sale will be several back issues of *The Australian UFO Bulletin* at \$ 4.00 per copy.

The Videos, Caps and T-Shirts mentioned above were received too late to be advertised in the December 2000 issue of the *Bulletin* but we were nevertheless delighted at our members enthusiasm for these items at the December discussion evening.

The VUFORS Sightings Hotline is NOW AVAILABLE.

 (03) 9506 7080 

Note: This is NOT a 0055 or 1900 service. Your call is charged standard rates.



MEMBER
International Committee for U.F.O. Research
 P.O. Box 1043, Moorabbin, Vic. 3189, Australia

DISCUSSION NIGHT

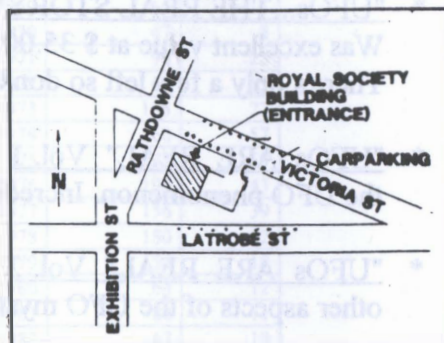
For Your Diary

MARCH	5 th , 2001	DISCUSSION
JUNE	4 th , 2001	"
SEPTEMBER	3 rd , 2001	A.G.M
DECEMBER	3 rd , 2001	DISCUSSION

TIME 8.00 p.m.

WHERE The Royal Society of Victoria
 Victoria Street, Melbourne
 (SEE MAP)

ENTRY	NON-MEMBER	\$5.00
FEE	ASSOCIATE MEMBER	\$2.00
	FULL MEMBER	FREE ENTRY



SUBSCRIPTION RATES

V.U.F.O.R.S.

FULL MEMBERSHIP: \$20 - Magazine
 - Free Meeting Entry
 - Free Supper

ASSOCIATE MEMBER: \$15 - Magazine Only

OVERSEAS: \$US20 - Magazine Only

NON MEMBER: \$5 - Meeting Entry Only

SOCIETY HISTORY

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

THE AUSTRALIAN U.F.O. BULLETIN

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